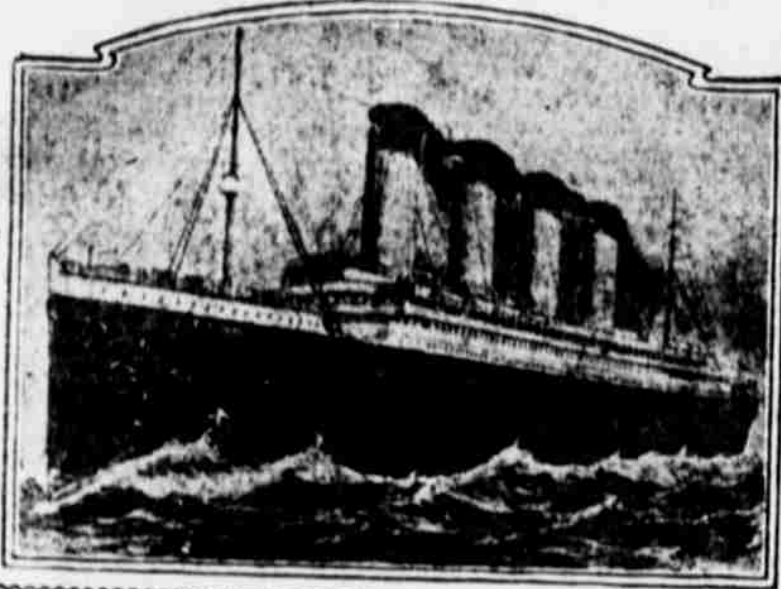


# STEAMSHIP TITANIC, NOW AT BOTTOM OF OCEAN.



## MEN LAST TO LEAVE SHIP

WOMEN AND CHILDREN  
HAD FIRST CHANCE  
FOR LIFEBOATS.

BAND WAS PLAYING  
AS 1595 DROWNED

Strains of "Nearer My God to  
Thee" Heard as Giant Steam-  
ship Went to Ocean Grave  
—Officers Use Pistols.

CAPT. E. J. SMITH.



Titanic's Captain, Who Shot Him-  
self as Boat Sank.

New York.—With the arrival of the  
sorrow ship Carpathia has come a bet-  
ter realization of the Titanic horror.  
The story of the passing of the giant  
liner as related by survivors is one of  
fears and heroism. It deals with the  
courage of men and the fortitude of  
women. It is a story of terror, of in-  
spiring bravery, of hardships and mis-  
ery. It runs the gamut of human emo-  
tions.

Fifteen hundred and seventy-five  
persons died in the wreck. Seven hun-  
dred and forty-five were saved.

The Titanic went down with the  
band playing. During the long hours  
while the ice-cren hull was settling  
lower and lower for the final plunge,  
the musicians rendered selection after  
selection.

Capt. E. J. Smith followed the tra-  
ditions of the sea. He stayed at his  
post of duty on the bridge until the  
last, then shot himself through the  
head, according to some of the sur-  
vivors.

Others say Capt. Smith jumped into  
the sea, holding an infant in his arms,  
when the ship went down. The child  
he placed on a life raft, then took off  
his life belt and slipped into the icy  
waters with the words: "I will follow  
the ship."

Certain There Was an Explosion.  
That there was an explosion of boil-  
ers in the bowels of the Titanic, which  
tore out much of the double bottom,  
soon after she smashed full tilt into a  
great mountain of ice, seems a cer-  
tainty. It was caused by a sudden in-  
rush of water after the keel plates of  
the great new liner had been torn  
away when she hit the "growler" or  
submerged horn of the big berg. This,  
experts say, solves the problem of  
why the disabled liner did not remain  
floating. Her watertight compart-  
ments were rendered useless and she  
sank slowly beneath the surface.

Liner Was Going at Fearful Speed.

The mountain of ice that destroyed  
the Titanic was almost the color of  
water. It was almost impossible to  
discern it at a great distance, and  
the big liner was rushing through the  
water at such a fearful rate of speed  
that when the lookout in the "crow's  
nest" reported "ice ahead" there was  
no time there to transmit the reverse  
order before the crash came.

The captain was not standing watch  
when the ship struck. Chief Officer  
Murdoch was on the bridge, and he  
immediately pushed the electric but-  
ton which automatically closed the  
doors. As he did this Capt. Smith  
rushed to the bridge and at once made  
test of the lighting apparatus and  
called for a report from the engine  
room, while Murdoch was signalling  
full speed astern.

Shock Causes No Alarm.

But already there was a drop from  
the bow, and the engine room sent  
the word that the vessel was taking  
water forward. The shock had been  
felt everywhere, but there was no  
alarm. How could hitting some ice  
hurt the "biggest vessel afloat?" Not  
a soul on the steamer had even the  
faintest inkling of the horrible tra-  
gedy that impended. But soon Capt.  
Smith noticed the big ship was drop-  
ping forward, and the indications were  
that the bulkheads were giving way  
and the engine rooms were being en-  
dangered.

Then he gave the order to get the  
boats ready and the passengers over  
the side, and at the same time sent  
word to Wireless Operator Jack Phil-  
lips to send out the international call,  
the continental appeal for aid.

"Get all persons in boat decks!"  
came the sharp order, and the army  
of stewards obeyed at once. Everyone  
was ordered to assemble on deck with  
their life belts on. Many refused. They  
could not realize that there was dan-  
ger; but the presence of the crew at

"Women and Children First."

Then came a sharp command:  
"Women and children first!" And  
there were revolvers in the hands of  
the officers, showing the orders were  
to be enforced. No distinction was  
made between the women of the steer-  
age and the women of the first cabin.  
At first they refused to enter the  
boats. The women felt they were  
safer on the liner than on the boats,  
and the crew did not stand on cere-  
mony, but promptly picked them up  
bodily and threw them into the boats.

Steerage passengers—men—made a  
rush for the boats. Murdoch drew his  
pistol and fired twice. Two men  
dropped. A third was felled by a  
quartermaster's fist. The panic was  
over; the men fell back. The loaded  
boats were swung over the sea from  
the davits and promptly dropped. One  
capsized, and the occupants were  
drowned. A collapsible lifeboat, one  
of a new type, also turned over in the  
water, and the occupants lost their  
lives, although it later was righted and  
got into commission.

The boats rowed away, six in a  
group, the others widely scattered, the  
women protesting and insisting there  
was no need to have left the vessel.  
And then the women in the boats saw  
the great Titanic, the boat they had  
believed unsinkable, break in twain.  
At the same time there came a roar  
and a series of explosions. The boil-  
ers under which the fires could not be  
drawn had exploded when the ice wa-  
ter rushed in.

Women Try to Jump Overboard.

Women, horror-stricken, tried to  
jump overboard. They had to be fore-  
bly restrained. Others fell back un-  
conscious. Meanwhile many of the  
boats were rowed to the scene of the  
wreck. There was a mass of floating  
debris dotted with bodies. One man,  
powerful of frame, was found with  
blood pouring from his ears and  
mouth. He was still alive, but he died  
as he was dragged into the boat. The  
people in the boat believe that he was  
Maj. Archibald Butt, U. S. A., aide to  
President Taft. His body was quickly  
put over the side, because the room in  
the boat was needed for survivors,  
who hurriedly were picked up.

Then came the awful wait. It was  
not known what assistance was com-  
ing. Most of those in the vessel did  
not know that the Carpathia had  
heard the last frantic appeal for help  
and was rushing through the ice fields,  
piloted by brave Capt. Rostron, at a  
faster rate of speed than she was com-  
pelled to make on her trial trip, to  
save the pitifully small number of sur-  
vivors. And with daylight the sur-  
vivors, in the midst of grinding ice  
fields, with the sea rising and a storm  
approaching, saw the smoke of the  
Carpathia. The members of her crew  
were at their posts, slings were al-  
ready over side to hoist the survivors  
on board, and there was not an in-  
stant's delay in the transfer.

Tales of heroism were frequent, with  
here and there a whisper of coward-  
ice. Revolvers were fired, but wheth-  
er directly at men who tried to trum-  
ple women and children down so that  
they might be saved is a question.  
Some stories said these were in the  
steerage, others said they were on the  
first cabin deck.

## Dramatic Incidents of Greatest Sea Tragedy

Major Archibald Butt, the President's aid, died like a  
soldier, with Colonel John Jacob Astor.

Mrs. Isador Straus refuses to take lifeboat and dies in  
husband's arms.

One of the last acts of Captain Smith was to place an in-  
fant beside its mother in a lifeboat.

Mrs. John Jacob Astor, discovering her husband was not  
with her, fainted in arms of rescuers. She is soon to become  
a mother.

J. Bruce Ismay, managing director of the White Star line,  
and one of the few men saved, was most concerned about food  
when rescued by the Carpathia.

The Titanic went down with all her lights lit and band  
playing "Nearer, My God, to Thee."

Henry B. Harris, theatrical magnate, sacrifices his place  
in a lifeboat to save a woman.

Officers of the ship and some of the passengers, including  
Major Archibald Butt, used their revolvers in maintaining  
discipline in the last hours of the doomed ship. Men were  
fighting like demons.

"I have lived with my husband all these years and I won't  
leave him now," said Mrs. Isador Straus, remaining on ship  
to die in husband's arms.

John B. Thayer, millionaire, of Philadelphia, drowned  
when a raft was overturned. His son, however, was saved.

Many lifeboats were not filled. In one vessel there was  
room for forty more persons.

For an hour or more many passengers thought the acci-  
dent was a joke.

## ISMAY FACES INQUISITORS

TELLS COMMITTEE SHIP  
WAS NOT RUNNING AT  
ITS FULL SPEED.

SAW NO PASSENGERS AS  
HE ENTERED LIFEBOAT

Admits That Ice Had Been Re-  
ported, But Had No Con-  
versation With Captain  
Regarding Bergs.

New York.—J. Bruce Ismay, man-  
aging director of the Mercantile  
Marine company, owners of the Ti-  
tanic, told on the stand, as the first  
witness called by the senate investi-  
gating committee, the story of the last  
moments of the giant liner. He de-  
nied that the ship was running at full  
speed at the time it struck the ice,  
and asserted the steamer was not  
seeking to establish a speed record.

Ismay said there was no panic when  
the lifeboats were loaded and declared  
women and children first were re-  
moved from the sinking liner. He ad-  
mitted that ice had been reported, but  
declared he had no conversation with  
Capt. E. J. Smith regarding the prox-  
imity of bergs.

After Ismay had been sworn by  
Chairman Smith, he was questioned at  
length. He said:

"My name is Bruce Ismay. Am 50  
years old; am an officer of the White  
Star Line in the capacity of managing  
director. I was not officially desig-  
nated by the directors to go with the  
Titanic on her maiden voyage."

"Tell in your own way what you  
consider the cause of the accident,"  
said Smith.

"First of all, I want to express my  
great grief," said Ismay. "Secondly,  
I wish to say that we welcome inves-  
tigation; we court full inquiry, and we  
have nothing to conceal or hide."

Smith then asked Ismay to describe  
what took place after the collision,  
Ismay said:

"I lay in my bed a few minutes, not  
knowing what had happened. I went  
out on deck and asked an officer what  
he thought the trouble was. He said  
he didn't know. I returned to my  
stateroom, dressed myself and went to  
the bridge, where I met Capt. Smith.  
I asked him what had happened. He  
said the ship had struck ice and he  
feared it was seriously damaged. I  
rushed down to the office of the chief  
engineer, and he told me he feared  
the ship had been seriously damaged.  
I went back to the bridge and heard  
the order given to get out the life-  
boats."

"I assisted in getting them out. I  
went to the starboard side of the ship,  
and I stayed until the fourth boat had  
gone."

## Titanic Death Toll Is 1595, Total of Survivors Is 745

LOST WHEN TITANIC WENT TO THE BOTTOM.

First class	120
Second class	195
Third class	550
Officers and crew	730
Total victims	1595

SAVED WHEN TITANIC WENT TO BOTTOM.

First class	210
Second class	125
Third class	200
Officers and crew	210
Total of saved	745

MAJOR ARCHIBALD BUTT.



President Taft's Aid, Who Met  
Death With Grim Courage of a Sol-  
dier

been lowered, which I understood was  
the last boat which left the Titanic. I  
do not know whether the captain  
stayed on the bridge.

None Aware of Serious Situation.

"Did the other officers seem to  
know the serious condition of the  
ship?" asked Smith. "I couldn't say.  
I had no conversation with them."

"Did you consult with the captain  
regarding the ship's movements?"  
asked Smith. "No," replied Ismay em-  
phatically. "I want to say this right  
here. We were not attempting to  
make any speed records. We did not  
plan to arrive in New York until  
Wednesday at 5 o'clock."

"Did you know that you were near  
icebergs?" demanded Smith. "I knew  
ice had been reported," Ismay admit-  
ted.

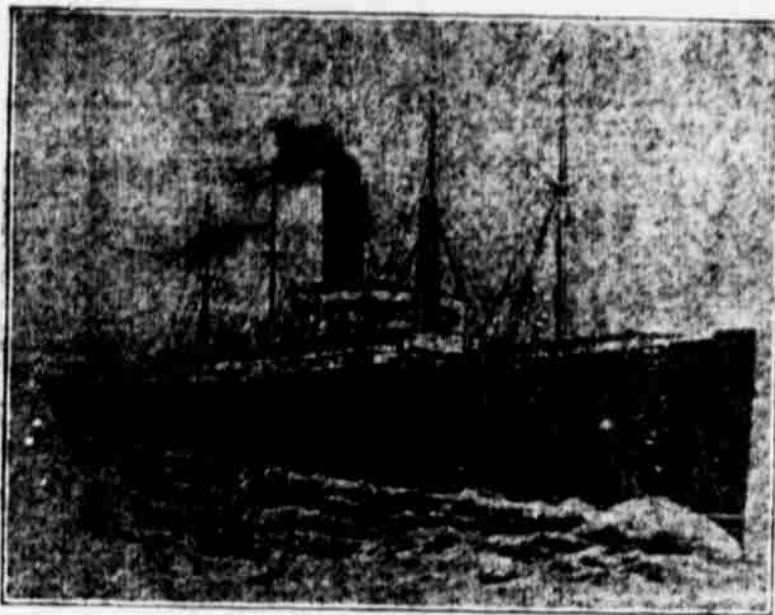
"Did you have any conversation with  
the captain or other officers regard-  
ing ice?" "Absolutely none," replied  
Ismay.

Ismay said the wireless operator  
sent the "S. O. S." call for help, but  
that he sent no message himself.

"Women and children first" was  
the order given. It was followed so  
far as I observed. About 45 passen-  
gers were in the boat with me, prac-  
tically its full capacity. The first three  
boats were also well filled."

"Was there any struggling or jost-  
ling or attempts by men to get into  
the boats?" asked Smith significantly.  
"I saw none," Ismay replied in a low  
tone.

## LINER THAT RESCUED TITANIC SURVIVORS.



This is a late photograph of the Carpathia, the vessel that picked up  
thirteen lifeboats, carrying 705 refugees from the ill-fated Titanic.

## STORY TOLD BY RESCUED

STEAMER RIPPED ASUN-  
DER BY EXPLOSION BE-  
FORE FINAL PLUNGE.

MRS. JOHN JACOB ASTOR.



Wife of Millionaire, Who Took Life-  
boat, Leaving Husband to Perish.

By J. H. Flynn of Philadelphia.

There is just one way to describe  
the suddenness of the tragedy that  
lurked over the sea in the calm of  
last Sunday night—it came as unher-  
alded as a clear sky. The crash of im-  
pact came and after the first shock  
there was quiet. The engines were  
not even running, but the doom of the  
Titanic was sealed. We did not know  
it, though, because there was not one  
among us who had so lately been lis-  
tening to the strains of waltz music—  
it was the captain's day aboard ship—  
that dreamed that one out of every  
five of us would be dead in the morn-  
ing.

When the word went out to get the  
passengers into the boats the band  
that had been playing dance music  
gathered on deck. Men stood with  
bared heads while the air of "Nearer,  
My God, to Thee," told passengers and  
crew that the greatest tragedy of the  
sea would be written in the early  
hours.

By C. H. Roumaine Georgetown, Ky.

I had just retired for the night when  
the Titanic crashed into its doom. The  
air was so slight that no much atten-  
tion was paid to it. My first impulse,  
of course, was to investigate, but by  
going on deck I was told that there  
was not the slightest danger. The ves-  
sel having only struck a fishing smack  
or something of the kind. Forty-five  
minutes afterward we were told that  
the vessel was sinking.

No confusion was apparent among  
the passengers. Men, women and chil-  
dren were gathered together on deck.  
All of us thought there was no ques-  
tion but that our lives would be saved.  
Men stood aside to let the women and  
children take their places on the  
boats. The men who remained behind  
were confident that the Titanic would  
float for hours. I was commissioned  
to row in one of the first boats that  
left the ship. We passed out of sight  
of the Titanic before she sank, but I  
distinctly heard the explosion of her  
boilers.

COL. JOHN JACOB ASTOR.



"GOOD-BYE, DEARIE, I'LL JOIN  
YOU LATER," SAID ASTOR

Miss Hilda Slater, one of the res-  
cued, told of seeing the parting be-  
tween Col. John Jacob Astor and his  
bride.

"I was standing right near by," said  
Miss Slater, "when Mrs. Astor was  
helped into one of the boats. Col.  
Astor asked the officer who was at  
the rail whether he might go also and  
permission was refused. With the  
calmest smile in the world, Col. Astor  
said:

"Good-bye, dearie," and waved his  
hand to Mrs. Astor. It was plain she  
did not realize that their parting was  
anything but momentary, but I'm sure  
he suspected it, for, as though to con-  
ceal his emotion, he hastily pulled out  
his cigarette case and started smoking.  
Then he leaned over the rail, and as  
the boat Mrs. Astor was in swung out  
and was lowered, he cried, 'Good-bye,  
dearie, I'll join you later.'